METRO D Line Design Update
Chicago & 48th Street Station

South Chicago Avenue Business Alliance
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Today’s discussion – What we have prepared

• Briefly recap project overview and timeline
• Share current project status since last communication in September 2019
• Review “typical” station and how this has been incorporated at Chicago & 48th Street
• Share current station / intersection design
  - What’s changed since September 2019
• Share the next steps for design and preparing for construction
• Hear questions, comments, and identify items for follow-up
METRO D Line Overview

• Substantial replacement of Route 5, Metro Transit’s highest-ridership route
  - 15,000-17,000 weekday rides
  - Highest ridership bus route in the state of Minnesota
  - At some places, buses make up 3-4% of vehicles, carry 25-35% of people

• D Line service every 10 minutes
  - Route 5 every 30 minutes

• 20-25% faster than Route 5
  - Fewer stops
  - Pre-boarding fare payment
  - All-door boarding
  - Transit signal priority

• Currently in design, major construction in 2021-2022, pending full project funding
Planned D Line project timeline

- 2017: Planning began
- July 2018: Station Plan approved
- December 2018: Engineering began
- February 2019: Environmental documentation approved
- 2019-2020: Complete engineering
- Summer 2020: Construction begins on coordinated projects
- Fall 2020: Bid main D Line construction contract
- 2021-2022: Major construction
- Late 2022: Open for revenue service
September 2019: Preliminary Design Engagement

• Communicated preliminary directions on key questions
  - High level of detail based on input from planning, incorporated into plans for general station placement and feasibility
  - Where will shelters and other vertical elements be placed?
  - How will the station fit into the street / sidewalk?
  - What other improvements are planned?

• Audience
  - Focus on engaging station neighbors, communicating with customers and community

• Specific Contacts at Chicago & 48th St.:
  - Direct mail to tenants, property owners
  - D Line project newsletter, email to neighborhood group, direct email to SCABA representatives
  - 2 public, project-wide open houses on September 17th and 18th, 2019

• 2020- moving towards final design
Current Phase: Detailed Design

- Since September, the design team has been incorporating all known information about utilities, construction needs, and vertical tie-in points to design the stations and intersection.

- The purpose of today’s presentation is to share detailed station and intersection designs before they are finalized in summer 2020.

  - Review current designs and ask any questions you may have.

  - Plans are about 75% completed.

  - Places we can incorporate limited feedback:
    - Locations of station elements (benches, bike racks, etc).

  - Feedback we cannot incorporate:
    - Station locations at the intersection
    - Bumpout vs no bumpout
What will stations look like?

A. **Pylon markers** help riders identify stations from a distance.

B. **Real-time NexTrip signs** provide bus information, and on-demand **annunciators** speak this information for people with low vision.

C. **Shelters** provide weather protection and feature push-button, on-demand **heaters** and shelter **lighting**. Shelter sizes will vary based on customer demand (small shown here).

D. **Ticket machines** and **fare card readers** collect all payment before customers board the bus.

E. **Emergency telephones** provide a direct connection to Metro Transit police. Stations also feature **security cameras**.

F. Stations feature **trash and recycling** containers.

G. Platform edges are marked with a cast-iron **textured warning strip** to keep passengers safely away from the curb while the bus approaches. Many stations also feature **raised curbs** for easier boarding.

H. **Platform areas** are distinguished by a dark gray concrete pattern.

I. **Benches** at stations provide a place to sit.

J. Most stations have **bike parking**.

Some stations have pedestrian-scale **light fixtures** to provide a safe, well-lit environment.

At some stations, **railings** separate the platform from the sidewalk.
September 2019
Preliminary Design

March 2020
Advanced Design
What has changed in the design since September 2019?

- Project-wide, other improvements to sidewalks and signals beyond D Line stations have been identified by corridor cities and Hennepin County
  - Traffic signal system at 48th will be replaced and upgraded to current standards
- Pedestrian bumpouts added for accessible sidewalks / crossings
- Some existing trees previously planned for removal are planned to be retained
- Lighting fixture style, location
- Retaining walls that were previously shown have been removed
- Shifts to locations of shelter, furnishings
What’s next?

- Complete final design
- Develop construction schedule
- Continued communication on final design plans and what to expect during construction
  Check in again in mid-2020
Additional Questions?

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